CLAIMS

1. A sliding panel assembly for a motor vehicle, the sliding panel assembly comprising:

at least one stationary panel;

at least one guide rail coupled to the stationary panel;

at least one movable panel slidingly received within the guide rail and configured to slidably move with respect to the stationary panel along a movable panel path;

at least one end cap coupled with the guide rail, the end cap including:

an end cap body having a bottom wall and opposing side walls;

an end stop forming an end wall of the end cap body, the end stop configured to define an end of the movable panel path of the movable panel;

a drain formed in the bottom wall of the end cap body, the drain configured to permit fluid drainage from the sliding panel assembly; and

a locator coupled with the end cap body, the locator configured as a protrusion extending transversely from said end cap body and configured to contact a receptacle of the motor vehicle.

2. A sliding panel assembly as in Claim 1, wherein the locator is defined by a protuberance extending substantially perpendicularly from a side wall of the end cap body.

3. A sliding panel assembly as in Claim 1, wherein the at least one of the stationary panel and the at least one movable panel include a glass section.

4. A sliding panel assembly as in Claim 1, wherein at least one of the guide rails is coupled to the stationary panel.

5. A sliding panel assembly as in Claim 4, wherein the stationary panel is configured to be connected to the motor vehicle.

6. A sliding panel assembly as in Claim 5, wherein an adhesive layer is mounted to the stationary panel and configured to connect to the motor vehicle.

7. A method of coupling a sliding panel assembly and a motor vehicle, comprising the steps:

coupling at least one stationary panel and at least one movable panel, the movable panel adapted to slidably move with respect to the stationary panel along a movable panel path;

coupling at least one integrated end cap with at least one of the at least one stationary panel and the at least one movable panel, the integrated end cap including an end cap body, an end stop coupled with the end cap body and adapted to define an end of the movable panel path, a drain coupled with the end cap body and adapted to permit fluid drainage from the sliding panel assembly, and a locator coupled with the end cap body; and

positioning the sliding panel assembly with respect to the motor vehicle such that the locator contacts a receptacle structure of the motor vehicle.

8. A method as in Claim 7, further comprising the step of connecting the at least one stationary panel and the motor vehicle.

9. A method as in Claim 8, the step of connecting the at least one stationary panel and the motor vehicle including applying an adhesive layer between the at least one stationary panel and the motor vehicle.

10. A sliding window assembly for mounting to a backlight opening in a motor vehicle sliding window assembly comprising:

at least one stationary window including portions defining an opening;

a guide rail mounted to the stationary window, the guide rail including portions defining a channel therein;

at least one movable window coupled with the stationary window and slidingly received within the channel of the guide rail, the at least one movable window configured to move between a first position covering the opening and a second position uncovering the opening, and the at least one movable window being configured to move within the guide rail; and

at least one end cap coupled to one end of the guide rail, the end cap including:

an end cap body having side walls and a bottom wall;

an end stop forming an end wall of the end cap body, the end stop defining an end of the movable panel path;

a drain formed in the bottom wall of the end cap body, the drain configured to permit fluid drainage from the sliding window assembly; and

a locator coupled with the end cap body and extending transversely therefrom, the locator configured to contact a receptacle section of a mounting surface of the vehicle.